



PORT OF PORTLAND

DAILY DIARY

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PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Wednesday, January 2, 2002 REPORT NO. 017

WEATHER Mostly to Partly Cloudy, Light Rain - AM TEMPERATURE 39 - 46

NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:

Hickey Marine - Foreman, Operator, Tugboat Pilot, Pile Buck

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

USEPA SF



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7:00 am Per telecon to Andy (Hickey), the crane barge was at Terminal 2, Berth 205 setting up.

8:00 am Per telecon with Charles (Port Navigation), I indicated that the first water sample would be obtained around 11:30 am.

8:30 am Per telecon with Walt (Port Engineer), I inquired if there was a new elevation for the dredging at Berth 205. Walt indicated that there was a new elevation and footprint. He indicated that he would copy the plans for Hickey and me. I notified Andy (Hickey).

8:40 am Per voice message to Charles (Port Navigation), I indicated that he should plan on sampling before 12:40 pm.
Per telecon with Denise (Port Terminal 2 Manager), the ship "Blue Aires" at Berth 206 was scheduled to depart tomorrow.

8:50 am I met with Walt (Port Engineer) at the Port Building. He indicated that he was tracking down the new plans for Berth 205.

9:00 am Per telecon with Greg (Hickey), he indicated that he needed the new depth requirement for dredging at Berth 205 to begin dredging today. Greg planned to dredge Thursday and Sunday night at Terminal 2.

9:50 pm I gave the new plan copies to Andy (Hickey). I confirmed that they started dredging at 9:30 am at the 1000 foot mark of Berth 205. Hickey used the cable arm bucket. There was no visible turbidity 200 feet downstream from the dredging bucket. I observed that the river gauge at Berth 203 was at 5 feet. The dump scow draft at Bin No. 1 was 8.5 feet. I notified Charles to sample at 1:30 pm.

10:15 am Per telecon with Andy, he indicated that the volumes were inconsistent on the old and new dredging plans. I left a voice message for Walt inquiring about the inconsistencies.

11:00 am Per telecon with Greg (Hickey), he inquired which tide gauge they should reference, the Fire Station or Berth 203. Greg indicated that the footprint should change with the additional foot of dredging. I clarified that the excavation should be sloped inward, to the lower depth, along the riverside perimeter. I left a voice message for Walt inquiring about the tide gauge.

11:30 am Per telecon to Greg (Hickey), he informed me that the survey elevations on the new plan appeared to be off by 2 feet. He suggested that the surveyor might have used NGVD instead of CRD datum. I left a voice message for Walt inquiring about the elevation discrepancy.

12:00 pm Per teleconference call from Walt (Port Engineer), Marcel (Port Project Manager), and Mike Dettmer (Port Engineering Technician), we discussed the inconsistencies with the new and old hydrosurvey plans for Terminal 2 dredging. I

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indicated that Hickey could possibly be overexcavating by 2 feet at Berth 205. Walt expressed his concern that the dredging not be performed into the underlying rip rap layer. Per telecon to Darrel (Hickey), I expressed the concern that the dredging should not be performed into the rip rap layer.

12:30 pm I met with Greg and Andy at Berth 205. We reviewed the hydrosurvey plans from March 2001 and November 2001. Greg informed me that he had Minister Glaeser perform a hydrosurvey at Terminal 2 as well. There appeared to be a 2 foot difference between Minister Glaeser's plan and the new plan at Berth 205.

12:50 pm I observed Charles (Port Navigation) sampling from the Port boat, downstream from the dredging operation. Per telecon with Walt (Port Engineer), he informed me that Hickey should be referencing the Berth 203 river gauge.

1:20 pm Per teleconference call from Walt (Port Engineer) and Marcel (Port Project Manager), they will investigate and either confirm or deny Hickey's claim that the Port survey is inaccurate. Hickey will temporarily use Minister Glaeser's hydrosurvey plan. Greg indicated that he would stay within the footprint indicated on the new plan.

Hickey was dredging at the 1125 foot mark of Berth 205. The dump scow draft at Bin No. 1 was 11.5 feet.

1:40 pm Per telecon with Charles (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

<u>Sampler</u>	<u>Time</u>	<u>Upstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Downstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Visual</u>
Charles	1300		8.75	8.16	9.34	8.75		8.73	14.8	30.0	17.84	None

1:50 pm Per telecon with Greg (Hickey), Marcel informed him to continue dredging to -39 and -40 foot depth at Berth 205.

2:30 pm I met with Denise (Port Terminal 2 Manager) and reviewed the ship schedule.

2:45 pm I observed that the dredging was completed for tonight at the 1175 foot mark of Berth 205. The draft at Bin No.1 was 13.5 feet. Per telecon to Darrel (Hickey), I confirmed that the dredging was completed at 2:25 pm. I left a voice message for John Childs (Port Environmental) regarding the dredging schedule. Per telecon with Rob (Port Navigation Manager), I provided a dredging schedule update.

5:10 pm Per telecon with Marcel, he informed me that Hickey should not dredge Berth 205 due to discrepancies with the new hydrosurvey data. He indicated that we might have a corrected plan by tomorrow morning.

5:15 pm Per telecon to Denise Ragland (Port Terminal 2 Manager), she indicated that the ship at Berth 206 was held back and would depart later tomorrow. I notified Greg (Hickey). I indicated that Marcel would not allow dredging at Berth 205 tomorrow. If there was a ship at Berth 206, Hickey might dredge at Berth 204. Greg indicated that he might request a new survey if results of the corrected hydrosurvey plan vary too much from Minister Glaeser's hydrosurvey.

TESTS PERFORMED: _____

PHONE LOG: _____



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SITE PHOTOS/VIDEOS TAKEN:

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

INSPECTOR	Frank Schmidt	HRS	DATE
(signature on hardcopy)–	_____	_____	_____